

Maryland Historical Trust

Maryland Inventory of Historic Properties number: B-4552

Name: EDMONDSON AVE. OVER AMTRAK

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended _____	Eligibility Not Recommended <u>X</u>
Criteria: <u> </u> A <u> </u> B <u>X</u> C <u> </u> D Considerations: <u> </u> A <u> </u> B <u> </u> C <u> </u> D <u> </u> E <u> </u> F <u> </u> G <u> </u> None	
Comments: _____ _____ _____	
Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u>3 April 2001</u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>3 April 2001</u>

JK

Maryland Inventory of Historic Properties
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

MHT Number B-4552

Name and SHA No. BC 2405

Location:

Street/Road Name and Number: Edmondson Avenue over AMTRAK

City/Town: Baltimore Vicinity

County:

Ownership: State County X Municipal Other

This bridge projects over: Road X Railway Water Land

Is the bridge located within a designated district: yes X no

 NR listed district NR determined eligible district

 locally designated other

Name of District

Bridge Type:

 Timber Bridge

 Beam Bridge Truss-Covered Trestle

 Timber-and-Concrete

 Stone Arch

 Metal Truss

 Movable Bridge

 Swing Bascule Single Leaf Bascule Multiple Leaf

 Vertical Lift Retractable Pontoon

X Metal Girder

X Rolled Girder Rolled Girder Concrete Encased

 Plate Girder Plate Girder Concrete Encased

 Metal Suspension

 Metal Arch

☐ Metal Cantilever

☐ Concrete

☐ Concrete Arch ☐ Concrete Slab ☐ Concrete Beam

☐ Rigid Frame

☐ Other Type Name _____

Description:

Describe Setting:

Bridge Number BC 2405 carries Edmondson Avenue in a generally east-west direction over the Amtrak tracks in the City of Baltimore, Maryland. The approach to the roadway is gently rising and has four lanes. The area around this bridge is developed and urban. The structures in the vicinity of this bridge are generally from the twentieth century.

Describe Superstructure and Substructure:

Bridge number BC2405 is a single span structure, measuring 90 feet in total length. The total roadway width is 60 feet and the total deck width is 80 feet. There are sidewalks on both sides of the bridge and their width is nine feet and 5.7 feet.

The superstructure is composed of a steel rolled girder and system. There is one span in the main bridge unit and no approach units. The span is 90 feet long. There are six stringers in the structure. The stringer spacing averages five feet. The floor system is composed of concrete cast-in-place. The joints are made of a preformed expansion material. There are rectangular concrete parapets. There is little ornamentation. There are no historical plaques.

The substructure is composed of concrete cantilever abutments. The piers and columns are also concrete, with the wingwalls. There is no ornamentation. There are no historical plaques.

The condition of this bridge is currently rated as excellent.

Discuss Major Alterations:

There has been one major alteration to this structure. This occurred in 1987 and involved a major reconstruction of the bridge. The current superstructure was constructed at this time. The deck, roadway surface and joints were replaced. The abutments were also heavily altered and repaired during this reconstruction.

History:**When Built:** 1987**Why Built:** Increased traffic density necessitated a structure with an increased load capacity.**Who Built:** State Roads Commission**Why Altered:****Was this bridge built as part of an organized bridge building campaign:****Surveyor Analysis:****This bridge may have NR significance for association with:**☐ A Events ☐ Person☐ C Engineering/Architectural**Was this bridge constructed in response to significant events in Maryland or local history:**

Increasing growth of vehicular traffic rates paralleled the growth of state-owned and state-aided highways. The 1930's brought a dramatic increase in the number of tractor-trailers and other heavy vehicles. The Maryland State Roads Commission began to emphasize standardized designs. Old, one way bridges and other inadequate designs were often replaced by steel girder design bridges.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?

Bridge BC2405 had a significant impact on the area. The ability to access the markets and employment potential of Baltimore City would have been seriously limited to locals had this bridge not been built. The steady outward growth of Baltimore City necessitated the steady growth of a sufficient transportation network. The construction of bridge BC2405 would have been a significant part of this development. The neighborhoods of Edmondson Avenue would have all been directly impacted.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the possible district?

Bridge BC2405 is located in an area with little or no historic significance. This area has had a wide variety of unconnected developments. There is little in this area that could be considered in the future for eligibility. The loss of this bridge would not detract from the historic or visual character of this area.

Is the bridge a significant example of its type?

Bridge BC2405 is a common type of metal girder bridge. Metal girder bridges were built prolifically in Maryland from the late nineteenth century to the present day. There is nothing to set this bridge apart from others of its type. There are numerous other examples of this bridge available.

Does the bridge retain integrity of the important elements described in the Context Addendum?

No. Bridge Number BC2405 does not retain important elements of its historical structural integrity. The primary character defining elements are the stone block abutments, which were altered and repaired.

Should this bridge be given further study before significance analysis is made and Why?

No. This superstructure was reconstructed in 1987 and the altered abutments are not significant enough to warrant further study.

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1990 National Register Bulletin Number 15. National Park Service. Washington D.C.

U.S. Department of Transportation

1991 Bridge Inspectors Manual. Federal Highway Administration. Washington D.C.

Surveyor:

Name: Andrew M. Watts **Date:** March 1996

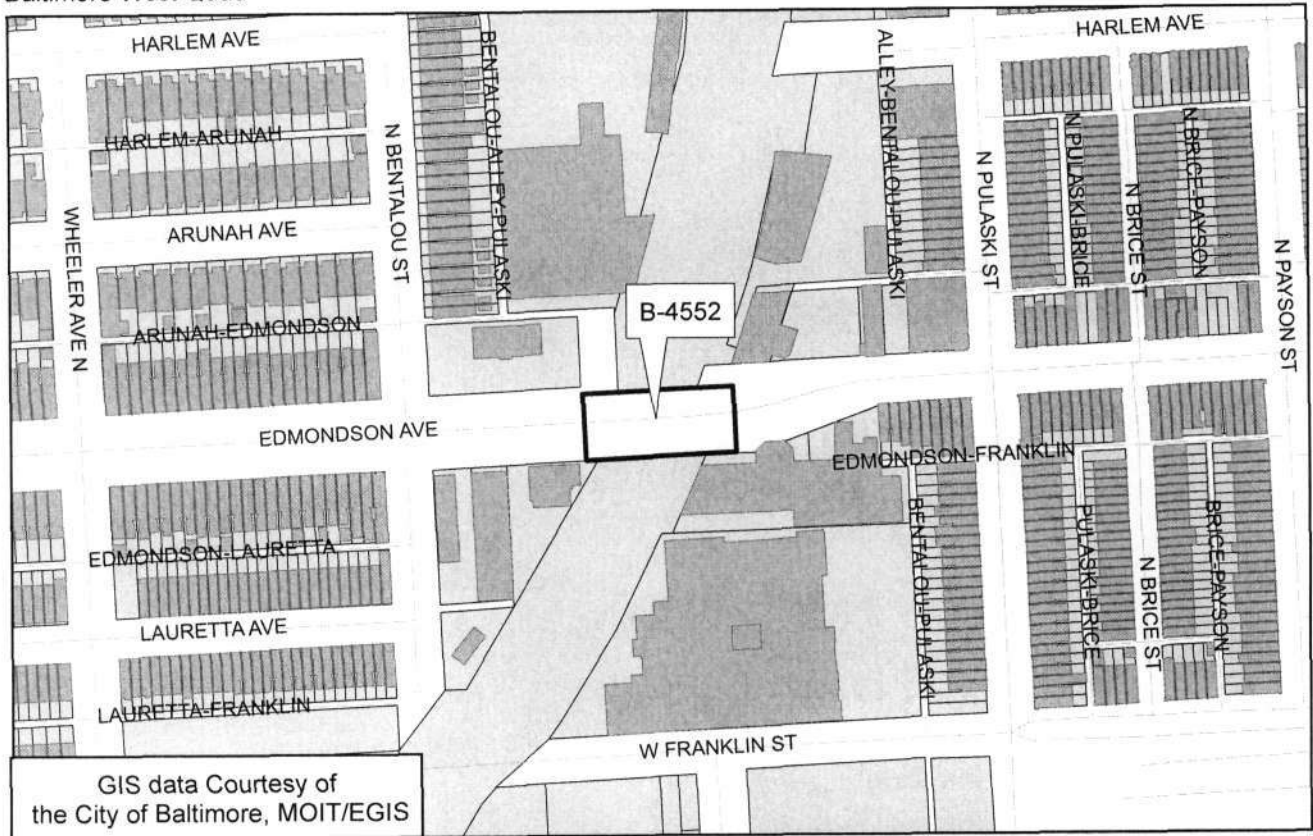
Organization: State Highway Administration **Telephone:** (410) 321-2213

Address: 2323 West Joppa Road, Brooklandville, MD 21022

Bridge # and name BC 2405/
Edmondson Ave. over AMTRAK



B-4552
Bridge 2405
Edmondson Avenue over AMTRAK
Baltimore City
Baltimore West Quad



Give to the
Fuel Fund.
COLD
HURTS!

MERIT

Inventory # B-4552

Name 2405 - EDMONDSON AVE OVER AMTRAK

County/State BALTIMORE CITY / MD

Name of Photographer TIM SCHDEN

Date 1/95

Location of Negative SHA

Description EAST APPROACH

Number 1 33 of 36 4



Inventory # B-4552

Name 2405 - EDMONDSON AVE OVER AMTRAK

County/State BALTIMORE CITY/MD

Name of Photographer TIM SCHÖEN

Date 1/95

Location of Negative SNA

Description WEST APPROACH

Number 234 of 364



Inventory # B-4552

Name 2405- EDMONDSON AVE OVER AMTRAK

County/State BALTIMORE CITY / MD

Name of Photographer TIM SCHOEN

Date 1/95

Location of Negative SHA

Description SOUTH ELEVATION

Number 3 of 36A



Inventory # B-4552

Name 2405 EDMONDSON AVE OVER AMTRAK

County/State BALTIMORE CITY / MD

Name of Photographer TIM SCHOEN

Date 1/95

Location of Negative SHA

Description NORTH ELEVATION

Number 4 of 36